

The Qu'Appelle Progress.

Vol. VIII.

QU'APPELLE, N. W. T., THURSDAY, APRIL 20, 1893.

No. 27.

QU'APPELLE.

MOLLOY, Issuer of Marriage Licenses,
Qu'Appelle Station, Assa.

HOLLANOSHEAD, House, Signs and
Carriage Painter, Graining, Glazing,
Paper Hanging and Kaisemiring promptly
executed.

G. PATERSON, Real Estate Agent,
A. Desirous Farm Lands for Sale. Office
Progress Printing Office.

CITY MEAT MARKET. Fresh Meat
of all kinds kept constantly on hand,
lowest prices. W. H. Bell, Proprietor.

D. C. CARTHEW, Qu'Appelle, Physi-
cian, Surgeon, Franco Eng. Grad-
uate Toronto University and Locomotive Col-
lege Physician and Surgeon, Out.

G. S. DAVIDSON, Licensed Auctioneer,
For the North-West Territories.
Bids can be made on the shortest notice.
Arrangements can be made at my Office,
or at the Phoenix Office, Qu'Appelle.

J. F. BEAUCHAMP,
General Merchant.

GOWAN & EDWARDS, general dealers
in Agricultural Implements, Threshing
Machines, Carriage Cutters, Grain Crushers,
Pumps, etc.

QUEEN'S HOTEL,
Queens Wharves & BARNES, Prop.

R. JOHNSTON, Livery and Feed Stable,
Daily Stage to Fort Qu'Appelle.

A. DICKSON, Barrister, Advocate,
etc., etc.

25th, first door south of the Queen's Hotel,
Qu'Appelle St.

W. M. SMITH, Advocate, Notary Public,
Collections and Real Estate Agent.

W. T. THOMPSON, D. T. S., Dominion
Land Surveyor, and Civil En-
gineer, Authorized Surveyor for correcting
Official Surveys and Plans, Qu'Appelle
Station.

R. E. SMITH,
QU'APPELLE STATION.

SHAVING SALOON.
Ordered Clothing a Specialty.

Joseph Shelford
BLACKSMITH.

BOB SLEIGHS
AND
JUMPERS

Of all kinds made to order.
Repairs of every description ex-
ecuted with promptitude.

PLOW SHARES MADE TO ORDER.

CREAMER BROS.,
Veterinary Surgeons,

OF REGINA, HAVE

Opened an Office in

Qu'Appelle,
and may be found there constantly to treat
all diseases of animals.

We are now prepared to do
job work equal to any office west
of Winnipeg, and at prices that will
satisfy anyone requiring work done
in our line.

The "Progress" Office,
QU'APPELLE.

CANADIAN
PACIFIC

The Favorite Line.

Quickest and best route to all points

East, West
and South.

The early line carrying passengers to the
east and west without change of cars and
reaching all the important cities of the
American Continent, and with direct steam-
ship connections to

Europe, China
and Japan.

Unequalled advantages for booking pas-
sengers to the Old Country.

TO YOKOHAMA AND HONG KONG:
Empress Japan leaves Vancouver April 24
Empress China " " May 15
Empress India " " June 5
And about every four weeks thereafter.

For full information apply to E. W.
WALSH, Agent, Qu'Appelle, or to ROBERT
KEE, General Passenger Agent, Winnipeg
etc.

C. Babbit,
Watchmaker

AT
BULYEAS
FURNITURE STORE.

NORTH-WEST
MANUFACTURE

SLEIGHS.

JUMPERS.

CUTTERS.

BUCKBOARDS.

HARROWS.

PLOW SHARES.

IRON FOR SALE.

COAL FOR SALE.

BOLTS.

NUTS.

AXLES, Light or Heavy.

HORSE SHOEING.

GENERAL JOBING.

WM. BRYDON,
Druggist, Stationer

**FLOWER AND GARDEN
SEEDS.**

BLUESTONE.
Warranted Pure.

**COLLAR
FACING.**

We make a specialty of this
branch of the business. Have the
old collars faced with best curled
hair and obviate the necessity of
buying new ones. We are making
a substantial

REDUCTION

In the prices of all classes of Har-
ness, manufactured on the premises.
Whatever is needed that the Har-
ness Maker supplies can be obtained
from

Garfield A. McGurk
SADDLER
AND
HARNESS MAKER,
QU'APPELLE.

J. R. NORTH

Has taken over the

**Butchering
Business**

Lately carried on by Mrs. Milne at the

NEW MEAT MARKET

(Next door to Mr. Wiener's)

And hopes by strict attention to business to
receive a share of public patronage.

THE NEW FIRM.

Davidson &

Hastings

GENERAL AGENTS

FOR H. S. WESBROOK,

The pioneer dealer in

Farm Implements.

ALSO FOR THE

J. S. Rowell Mfg. Co., Beaver

Dam, Wis., U.S.A.

Manufacturers of the "TIGER"

Seeding Machines, Hoe Drills, Shoe

Drills, Press Drills, Combined Seeder

and Drill, and Broadcast Seeders,

and the Steel Frame Seeder and

Drill Combined, manufactured in

eight sizes:

8 Hoe, 8 inch. 14 Hoe, 6 inch.

10 Hoe, 6 inch. 16 Hoe, 6 inch.

10 Hoe, 8 inch. 18 Hoe, 6 inch.

12 Hoe, 6 inch. 22 Hoe, 6 inch.

ALSO THE

WALTER A. WOODS, of Hoosick

Falls, N.Y.,

The great manufacturers of the

Minneapolis All Steel Binders,

Mowers, Rakes, Reapers, and all

kinds of Plows, guaranteed to clean

in any soil.

ALSO THE

J. I. CASE THRESHERS AND

ENGINES.

Separators with Horse Powers,

Separators with Trucks,

Stackers and Baggers,

Double Pinion Woodbury Powers,

White Engines,

Canadian Separators,

16-Horse Canadian Threshing Rigs

complete,

American Champion Road Machines

Bain Wagons.

SAFES OF ALL KINDS.

SINGER SEWING MACHINES.

WAREHOUSES:

Qu'Appelle, Indian Head, and

Wolseley.

They respectfully call the atten-
tion of the public to the complete

stock of Groceries, Dry Goods, Boots

and Shoes, Glass and Crockeryware,

etc.

Have decided to carry on the busi-
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THE BRAVE BRAKEMAN.

His Position Filled With Danger and Hardship.

FATHFUL UNTIL DEATH.

There are really two classes of brakemen. And while there may be a similarity in their duties and respects, the conditions under which they are performed are as widely different as that of the theater usher and the "engager" of coal wagon.

The passenger brakeman, clad in a hasty uniform, is sheltered from inclemence weather and makes his run without having to face any of the perils which fall to the lot of his brother freight brakeman. He is like the bugle guard during a war, and stays in comparative safety while that active soldier, the freightman, does the fighting. There is little responsibility in the position of passenger brakeman not shared by some other member of the crew. The writer, however, who drives along the rail road as thought,

and makes his way forward, stopping at the end of every car to tighten a brake until he finds a quiet moment for rest and a chance for the warmth of the engine to thaw out his benumbed hands and he must return. Particles of snow sharp as needles are dashed into his face, and blinded, half frozen, he climbs upon one side, cross and down, and up again until his place is reached. When he has time he can rest and warm himself in the caboose, but this "time" never comes to a freight brakeman until chance promotes him, or fate relieves him.

Many a poor fellow takes up the burden of this life, and in the face of these countless dangers, carries his apprehensions in the hope that the future has something better in store for him. This frequently ends by making one trip too many—that trip which ends in the rail road as thought,

and, hovering over the train, waves in his clammy hand the white light in the signal call "forward." The benumbed brakeman hastily responds, and, as he falls, sees the white light change to the red one of death. The shrill whistle of the engine of fate has sounded the call "forward" and in the response he has been faithful unto death.

TONY EKERT.

AUSTRALIAN WHITE ANTS.

Their Wonderful Home of Terra Cotta and Household Order.

"I happened to be sitting near a nest of Australian white ants one afternoon in New South Wales. I dropped a lighted match on their nest, and to numbers of the little fellows dashed at the flame and frizzled to a score or more of passengers in this respect."

One of the brakemen very forcibly put it, "there are a few cranks every trip, and I get a kick from one because I don't open the door and a kick from the other end because I do." It is also a part of his duty to "dry stations." Here is where he gets even with the ventilation "kickers."

"All the cranks in the world can't regulate a brakeman's yell. It may run the scales in a calico style, operate tones, or sing sweetly through the car like a whisper from the sad sea waves. His voice is the thermometer of his spirits, and sometimes the oldest tourist would have to be told with what intent to gather information from the yell which had hurried into the station. You know you are going, you can't tell where, and you instinctively blame your carelessness in not having provided yourself with a handkerchief. It is often no little cause for grievance among the traveling public that stations are not announced in an intelligible manner, but no one ever seems to think that it is "getting even" for being "sat upon" two hours previous when attempting to ventilate the car."

SELLING THE SIGNAL.

His most important duty is the attention he must give in the opening and closing of switches, and the coupling or uncoupling of a car should occasion require such work, as brakemen are obliged to attend to this after leaving the yard. Should the train be stopped by accident or obstruction the brakeman must immediately go back with danger signals to stop any train moving in the same direction. At a point fifteen telegraph poles from the rear of the train a torpedo is placed on the rail, five poles farther a second, and ten yards farther a third, and returning to the first torpedo he must wait for the engineer's signal reciting him.

In fine weather a run of this kind is no hardship, but if the weather becomes violent the brakeman, with the probability of having to stand at the last torpedo, is an unpleasant duty which, fortunately, for the brakeman, is often not occur.

Passenger brakemen have little difficulty in getting meals while on duty. If luncheons are not carried they are easily procured at some of the stations, or on the dining car should one be attached to the train. Most roads allow a discount to all employees, and this does away with the necessity of carrying lunch.

THE BRAKE BRAKEMAN.

All this is changed when it comes to the freight brakeman, it lacks all the luxuries, with increased labor, and longer hours. There are no brass-buttoned uniforms for them, no comfortable coaches in which to rest nor dining car where substantial meals can be obtained. He must take his rest sitting on the wheel of a brake and eat his lunch in the caboose whenever opportunity offers.

There are none of those pretty patent braces, nor carpeted aisles. A short stretch of the narrow, unpolished bands of the veterans' seat, a wind up the brake, and crawling coal or walking the narrow board at the top of a boxcar is the only way to get through the train.

The freight brakeman reports for duty forty-five minutes before starting on the trip, and if necessary assists in making up the train. He must inspect the trucks and running gear of each car, and report any faulty action of the brakes to the engineer, display the proper signals, assist in loading and unloading freight at the small stations, and in case of accident protect the train from front and rear by placing torpedoes and fixing signals. He is required to be on top of the cars at least one mile before reaching the next station, and then, draw bridges, railroad crossings, and road and water stations. And this means to be out at least three-quarters of the time, unless the run be through a sparsely settled district.

The salaries paid brakemen range from 11 to 25 cents per mile. This is governed entirely by the length of the run and the amount of labor necessary. Some few of the roads pay at the rate of \$50 per month, ten hours constituting a day's work. The railroad companies have all adopted this latter method of paying their brakemen on suburban trains.

Insurance companies put brakemen in the same class as switchmen, not even making concessions for the fact that hold this position on the passenger train. They have not an association, however, which takes risks to the amount of \$500, which entitles them to \$5 per week for the period of twenty-six weeks should they be hurt. The full amount of the insurance becomes due in case of total disability or death. Freight crews are subject to the same rules which govern engineers in regard to extra runs. The first crew in is first out, and it not infrequently happens that they run into a station, and without even an opportunity to eat, are required to take charge of an extra train, which may keep them without rest for from twelve to fifteen hours longer.

HE MUST BE PUNISHED.

Penitentiary is absolutely indispensable, and a long established rule has fixed a penalty providing for the immediate discharge of any brakeman who fails to put in an appearance in time to take out his run. On most of the roads a service of two years in the capacity of freight brakeman is required before they will be recognized for promotion. They are then given the first vacancy as conductor of the train, or the position baggage master, and the routine through which they must go to reach this position, but cases are rare where two years' service is required by promotion. It sometimes happens that the rule of "turn" is disregarded, leaving a man by the roadside who, if nothing else but point of years was to be considered, would long ago have been in charge of some of the departments.

A mixed train is the nightmare of a brakeman's life. It is made up of everything from a flat to a refrigerator car, and to cross it, even under the most favorable circumstances is like flirting with death.

THE LAST CALL.

Take such a train out in the open prairie on a stormy night—a night when citizens are in dread of being carried away by the gale—the air filled with sleet, and blinding snow covering everything with a glaze of ice smooth as a mirror. Imagine then, if you can, the dangerous position of the brakeman. The one short blast of the whistle calling him to duty has sounded, and with-

out any visible apprehension for the result, he has the lantern up on his arm and starts on the perilous trip across the car. Now standing, now crawling, little by little he makes his way forward, stopping at the end of every car to tighten a brake until he finds a quiet moment for rest and a chance for the warmth of the engine to thaw out his benumbed hands and he must return. Particles of snow sharp as needles are dashed into his face, and blinded, half frozen, he climbs upon one side, cross and down, and up again until his place is reached. When he has time he can rest and warm himself in the caboose, but this "time" never comes to a freight brakeman until chance promotes him, or fate relieves him.

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"These queer chaps," he went on, "live in well-organized communities, with nests of terra cotta made by themselves. It is a masterpiece, this nest—pale chocolate in color, and a perfect maze of passages and cells. The ants masticate a certain clay into a fine paste, and then beat the mud into the walls of the nest, repeating the operation with characteristic industry until the work is finished."

Then you have a piece of soft-baked pottery that no potter could produce. Now, take a look inside this cone-shaped thing. It all centres round the royal chamber, gallery after gallery, hall after hall; for it is in reality a palace for the queen. In the very centre is the queen's chamber, the size of a duck egg, built for her majesty, who is carefully enclosed on all sides, with only minute perforations through the shell to admit air, food and communication from without.

Then the community is settled in its favorite village—a certain number of soldiers are posted to the office of the queen and defenders of the queen. The devotion of these soldier ants to their queen is astonishing. The least noise will put them on their guard, and they all gather round the royal chamber with a determination to die or save her. They seem to have a distinct antipathy to fire.

"When I dropped the match on a nest of these ants there was a great commotion within. Some communication among them must have been held, or an alarm that they knew meant danger to their queen was given, for instantly the brave little soldiers made a charge upon the match, dashing themselves to death. Their bravery has qualities the oldest tourist would have to be told with admiration to gather information from the match itself."

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Town & Country Cuttings.

A calico ball is spoken of and will probably take place before long.

Quite a large number of settlers arrived here during the past week and have settled in the district.

Large quantities of farm implements are being taken from the different dealers these days by the farmers.

Rev. A. Matheson will preach at Grassmere School House, Bunn Settlement, on Sunday, the 30th, at 11 o'clock.

Mr. and Mrs. W. C. Cameron returned from an extended trip to England on Saturday morning. The trip seems to have agreed with them.

Mr. Alfred G. Barton, merchant, of Balgonie, has just made an assignment of his stock to Mr. D. Mowat, of Regina, for the benefit of his creditors.

One Fred. Steer, of Windsor, performed a mock marriage a few days ago and is now in the grasp of the law. This is the first case on record where a steer made an ass of himself.—*Standard*.

Mr. A. S. Empey has purchased the lot adjoining his store, and the building on the premises lately occupied as a feed stable is being removed. The removal of this building will greatly improve the appearance of main street.

The people of British Columbia living on the main land are much exercised over the refusal of the Provincial Government to consider a redistribution bill that would give the mainland a fair representation in the Provincial Parliament.

Inspector Horne of Battleford, and Inspector Norman of Prince Albert, will shortly be given superintendents of Mounted Police. Irwin, senior non-commissioned officer at Regina, will be promoted to an inspectorship. Other promotions are impending.

One of our hotel keepers remarked a few days ago that hotel keeping did not pay now-a-days. What with the members of the temperance societies, those who have taken the Gold Card, and those who have given up drink, there are not enough left to make it worth while to take out a license.

A few more fine days and we may expect to see the Health Inspector on his rounds. From what we know of Mr. Daubler, we are confident that he will do more than collect his salary, and those who are dilatory in the matter of cleaning their premises may have cause to reflect on the unpleasant results of their procrastination.

Two weeks ago we advertised a saddle that was stolen from Mr. Hill's residence about a year ago, and last week Sgt. Fife located the property in the possession of Robert Long, at Indian Head. Long was tried on Saturday before Mr. Gishorne, J.P., and committed. The justice refused to accept bail and the prisoner was taken to Regina jail.

Social gatherings are by no means confined to the town. Mr. John Crowe gave an "At Home" on the 10th. Among the guests present were Messrs. Robert Craig, Henry Powley, Alex. Scott and Robert Samuel Johnston. A magnificent spread was provided and a most pleasant evening was spent in social conversation and amusements of a harmless character. Politics found no place on the programme.

Mr. Gen. Murphy, who is a late arrival in town, was up before Mr. A. M. McLane, J.P., on Tuesday last, charged with an assault on Mr. John Nesbitt and hitting him on the eye with a knuckle duster. The altercation took place on the street, and was the outcome of a disagreement between the parties a few days before. The decision of the Court was reserved until 11 o'clock on Wednesday. The Justice, before giving his decision, remarked that it was to be regretted that Justices of the Peace did not exercise more care in taking informations and after taking a case have not the moral courage to try it. The case was dismissed without costs.

A case of small pox was discovered on the west bound stage a short time passing Fort William on Thursday last. The caravans were immediately set off the train, and are then yet in separate quarantine. The victim was a Russian child. On the arrival of the same train another case was discovered at Winnipeg on Friday morning, a Russian child about nine years old. All the passengers belonging to the party, nearly three hundred, are in quarantine at Winnipeg. A second case developed on Saturday, but no new case since. The City and Provincial Boards of Health are in charge, and the utmost precaution is being taken to prevent the spread of the disease. These authorities are to be congratulated on the prompt and decisive action taken to prevent the disturbing of these people over the country.

DR PRICE'S Cream Baking Powder.

The only Pure Cream of Tartar Powder.—No Ammonia; No Alum.

Used in Millions of Homes—40 Years the Standard.

We are pleased to see Mr. Cecil Bell out again after his severe illness.

Rev. Mr. Brown, of Moose Jaw, is in town visiting his many friends.

The loss of stock in the Touchwood district is reported to be considerable. Scarcity of feed is the chief cause.

Mr. Hugh Kidd has just completed a map of the municipality for the Council. It is splendidly done, and shows the location of every settler's farm. He is prepared to furnish them at \$5 each.

The fact that Dalton McCarthy has been twice out-generaled in the matter of his amendments to the North-West Act, tends to dislodge him from his position.

Mr. Hardy Kidd has just completed a map of the municipality for the Council. It is splendidly done, and shows the location of every settler's farm. He is prepared to furnish them at \$5 each.

The coal mines are to be reopened on Monday, the 17th. Only old hands will be taken on again.

Although reports tell us there has been a great snow storm down east, we have been enjoying beautiful weather. Snows have been out of use for over two weeks.

Enginer White, of the C.P.R. is in town.

The following gentlemen are registered at the Queen's Hotel: Fred Stevens, Winnipeg; W. F. Irwin, Brandon; E. Warne, Souris; E. M. Herron, Delano; L. C. Hogg, Winnipeg.

KENLIS.

The grippe is prevalent here.

Mr. Wannamaker is the happy father of a boy.

We are glad to hear that Mr. and Mrs. R. Anderson are recovering from their illness.

Mrs. James McConnell is so much improved that she is able to dispense with her nurse.

Mrs. Ferguson has returned from Grenfell, where she has been attending her brother, who was very ill.

The R. T. of T's held an open meeting, which was a success. The music was good, also the recitations, and a reading by Miss Powell took the house by storm.

FOR SALE.

A FEW CHOICE MILK COWS AND CALVES meant for sale cheap for cash.

Apply to J. ROBERT BROWN,
Qu'Appelle Station.

27-29

NEW WATCHMAKERS

WE ARE PLEASED to announce to the public that he has opened a Shop next door to the Barber Shop, where he will attend to the REPAIRING of WATCHES and CLOKS. English Watches a specialty.

All work guaranteed.

J. WAITE,
Qu'Appelle Station.

26-29

RARE CHANCE

FOR SALE OR RENT, on easy terms, the S.E. Quarter of Section 20, Township 15, Range 11, within half a mile of town, good land on prairie.

Also for sale at a bargain 320 acres within two miles of town.

J. H. COOPER,
Qu'Appelle Station, N.W.T.

26-29

ESTEVAN.

A concert and dance was given on the 16th inst., under the auspices of the Church of England, in aid of the building fund. Financially it was a great success, the proceeds amounting to over \$850. Major Phipps was in the chair. All the speakers part in the programme acquitted themselves with credit. Dr. Groves was especially good, and his comic sketches kept the audience in raptures of laughter. Refreshments were served after the concert was over, when the hall was cleared and all who wished joined in the dancing.

Mr. Charles Benstein continues giving dancing lessons, which are well patronized.

A couple of accidents occurred last week, fortunately without any serious injury being done. Dr. Scott's eight year-old son fell from his horse, and was dragged along

W. W. MCLEOD,
Post Office Inspector.
Portage la Prairie, Manitoba.
Winnipeg, 21st March, 1897.

27-29

★ A Premium Puzzle. ★



THIS HANDSOKE LADY has TWO COMPAGNIES. Can you find them? If so, mark faces and send us to direct below. The LADIES' COMPAGNIE is a high class page, illustrated magazine devoted to Literary, Household, Fashionable, and Social topics. A perfectly safe and legitimate premium system is adopted by its publishers at cost only, in order to quickly place it and its sister publications at the lowest possible price. Four elegant Rosewood Finishes. The most exact and faithful will be kept with every subscriber, both as regards the illustrations and premiums.

Send name and address to receive the grand Prize now exhibited at our offices.

We publish Ladies' Companion, either yearly, Ladies at Home, \$2.50 per year; Our Girls, \$1.50 per year; Girls at Home, 50 cents per year. Send our address: 100 King St. West, and do not confound our publications with any others of somewhat similar name.

PREMIUM LIST.

To the first person solving this puzzle we will award a handsome Repousse Piano; a Gold Watch; the 10th and 11th issues of "The Ladies' Companion"; a high class page, illustrated magazine devoted to Literary, Household, Fashionable, and Social topics. A perfectly safe and legitimate premium system is adopted by its publishers at cost only, in order to quickly place it and its sister publications at the lowest possible price. Four elegant Rosewood Finishes. The most exact and faithful will be kept with every subscriber, both as regards the illustrations and premiums.

CONDITIONS.—Each contestant must purchase a puzzle in ink or pencil, and send it to us, and we will receive a Gold Watch. The sender of the best puzzle will receive a Silver Watch. The sender of the best puzzle will receive a Gold Watch.

"Ladies' Companion" pub. by J. H. Cowan & Co., 105 King St. West, Toronto, Can.

26-29

PROCLAMATION.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, etc., etc., etc.

J. ROYAL,
Lieutenant Governor.

To all to whom these presents shall come or whom the same may concern:

GREETINGS:

Whereas by Ordinance No. 3 of 1892 entitled "An Ordinance to Encourage the Planting of Trees," it is enacted that the Lieutenant-Governor-in-Council may in each year, by Proclamation, appoint a Public Holiday to be observed throughout the Territories for the planting of Forest and other Trees.

Now know ye that, by and with the advice of the Executive Committee of the Territories, under the authority vested in Us as aforesaid, We do hereby appoint Wednesday the 10th day of May next a Public Holiday to be observed throughout the Territories as "Arbor Day," and by these presents We do earnestly invite all the inhabitants of the said Territories to devote the above mentioned day to the planting of trees; and we request all Municipal, Religious and School Corporations to heartily cooperate for the success of an object which cannot fail to prove of vital importance to the Territories;

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